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THE FIRE LANDS.

Second Historical Period

An Address

DELIVERED AT THE TWENTY-THIRD ANNUAL MEETING OF THE FIRE LANDS HISTORICAL
SOCIETY, (HURON AND ERIE COUNTIES), AT NORWALK,
OHIO, JULY 4TH, 1879.

BY CLARK WAGGONER

1882.

FURNISHED FOR PUBLICATION IN THE FORTHCOMING VOLUME OF THE "PIONEER."

*With Compliments of
the Author,*

SECOND HISTORICAL PERIOD OF THE FIRE LANDS.

An Address Delivered at the Twenty-Third Annual Meeting of the Fire
Lands Historical Society, held on the Fair Grounds at Norwalk,
Ohio, July 4th, 1879.

BY CLARK WAGGONER, ESQ., OF TOLEDO, O.

MR. PRESIDENT, LADIES AND GENTLEMEN :

In accepting an invitation to address you on this occasion, I could not do so as a veritable "Pioneer," since I can hardly claim rank among the enterprising, heroic and devoted people, who voluntarily surrendered the privileges and benefits of established society and came to open up to civilization and development, the wilds of this section. Though not a Pioneer, I am, nevertheless, the son of Pioneers, and probably one of very few persons of my age, who can claim the "Fire Lands" as their nativity.

A decade had hardly elapsed from the earliest settlement of this section, when your speaker was born to experiences incident to childhood in a new country, many of which came with impressions—some of joy and some of sorrow—which can never be removed. I well remember that my first playmate, outside my family, was an Indian boy—Jack Ogontz—a name prominently identified with the aboriginal history of this region, a relative of my early play-fellow having supplied the name first borne by Sandusky, as

the "Ogontz Place." I remember the "Log Cabin," with all that name implies. I remember the Log School-House, with greased-paper windows—its puncheon floor and puncheon seats—its ample fire-place and its pioneer "Master." I remember a father's and a mother's toils and privations in the battle of life, and I often thank God for the heroism and fidelity with which they fought their battle. With them, it is over, and it only remains to me, to see that none of the privileges and benefits received from them are lost or wasted.

Israel Waggoner, my father, came to this County in 1811, and was a mail-carrier between the "Mouth of Huron" and Mansfield, soon after his arrival and when there was but one "clearing" between the two points. On each passage he was compelled to spend a night in the woods, and often to recognize the unpleasant nearness of the wolf and other wild beasts. My native place is in Milan Township, and on what has since been known as the "Waggoner farm," on the Huron River, one mile North of the "Old County Seat" and the Abbott farm. My father

removed his family to Milan Village in 1828, where he died in 1857, leaving the record of "an honest man," still "God's noblest work." My mother, Lucretia Waggoner, then the wife of Peter Lake, came to the Fire Lands in 1815; soon after buried her husband; and in 1819, was married with my father. She died in October, 1872, 85½ years old—as ripe in usefulness and honor as she was in life's toils.

THE WORK OF THE PIONEERS.

What I say of those so dear to me, is also true of the most of those who shared with them the severe experiences of wilderness life, whereby the "goodly heritage" now enjoyed by their children and successors were provided. They came and suffered and toiled, more for others than for themselves; and they did this not in vain. Like our Revolutionary Fathers, they "buildd better than they knew." The Fire Lands of that day present a condition of development and prosperity of which their first settlers could have had no conception. My mother has often told me of the years of her longing to see the Erie Canal completed, that by the facilities thus to be supplied, she might some day return to her Vermont home and meet her friends. She did not return by canal, but after nearly 40 years of absence, she returned by steamer to Buffalo, and thence by rail, making the trip in 36 hours, against the 42 days occupied in the outward journey. Such contrasts indicate something of the change which time and well-directed toils and enterprise have wrought for our country. God bless the few of these heroic adventurers yet spared to enjoy the fruits of their labor, and sanctify to our just appreciation the memory of

those, our benefactors, who have ceased from earth. As a son of pioneers, and a beneficiary of the courage, wisdom and labors of that class, I deem it both a privilege and a duty, on this day and in this presence to express my sincere thanks to every one of that brave and true band, for what they did for me and for all who shall, in coming time, participate in the fruits of their pioneer life. Literally and eminently, "their works do follow them."

TWO STAGES IN PROGRESS.

In a retrospect of events in this section, two distinct eras or stages appear. The *first* of these—actually commencing about 1810, but practically dating from the close of the war in 1815—might be regarded as the Preparatory Period, occupied chiefly with the toils and dangers of wilderness life, with numbers too few and scattered for much attention to the associations and agencies common to established society and government.

The *second* era I would date from about 1825, when the pioneers had so well performed their foundation work, that old Huron County was ready for the advent of those who, upon the substruction thus provided, were to place the superstructure of advanced civilization and permanent institutions. It was about that time that the press, the great agency of intelligence and virtue, made its advent, and it was not long thereafter, that various organizations looking to the intellectual and moral, as well as the material interests of the people, made their appearance. The history of the first of these two eras, as given by your Society's valuable publication, (the *Pioneer*), has been mainly completed, so

far as material is likely to be gathered from the participants and witnesses of that period. In view of this fact, and especially of my unfitness for speaking at length of real pioneer life, it has seemed to me that it would be proper at this time, with the brevity made necessary by the occasion, to refer to some of the facts and events connected with the second of these two divisions of time.

THE PIONEER PRESS.

As indicated by facts already given, the commencement of my years of observation dates with the advent of what I have spoken of as the second period in Fire Lands history, which fact may justify my attempt to speak of that time in connection with subsequent events. And since, in the Providence of God, printing and journalism came to constitute my life-work, you will not be surprised that I begin my references where I began that work. In February, 1834—45 years ago—I became an apprentice in the office of the *Western Intelligencer*, a weekly newspaper then published at Milan by M. H. Tilden & Co.—the senior of the firm being Hon. Myron H. Tilden, subsequently of Toledo and President Judge of the Common Pleas Court of that Circuit, and now of Cincinnati; and the junior, George M. Swan, afterwards at Columbus and in Iowa, in which State he died a few years since. Those were primitive days in journalism. Newspapers were small and their "circulation" limited, with what there was maintained with much effort. A chief difficulty was found in a lack of mail facilities. To supplement these, some publishers resorted to the expedient of supplying portions of their subscribers by means

of carriers, who on horse-back made weekly trips on stated routes, delivering packages of papers in different neighborhoods. My route lay on the stage-road from Milan to Florence Corners, (10 miles); thence back *via* the "North Ridge Road" to Berlin Center, (now Berlin Heights); and thence home by Harper's Corners and the "Hine Settlement"—making a ride of about 25 miles, which was performed weekly, with few "postponements on account of weather." Through the week my time was divided between type-setting and other work in the office, and the "chores" of the office and house, including the chopping of the wood used by both, and not excepting the bringing from a neighbor's well the supply of water required for the weekly "washing"—with such other and special service as the "Printer's Devil" was expected to perform—and all for the stated sum of \$30 per year, "board and washing included." I am thus particular, in the hope that these facts may show to the apprentices of these days, that the "hard lot" of earning wages, is not a recent matter—a fact which many seem not to understand. And may I be allowed to say in this connection, that of all my experience in an active life, now not short, there is nothing which I review with more satisfaction, than that the practical lesson which I learned first and best, was the fact that I had no rightful claim to any property interest or possession that I had not earned; and that I value this one lesson as a rich reward for all the toil and denial which it cost me. At the end of 18 months' service at Milan, I came to Norwalk, and in 1838 completed my apprenticeship in the *Reflector* office, then owned and conduct-

ed by Samuel and Charles A. Preston, names long familiar with and honored by many of my hearers.

I have materially aided my memory as to facts and dates in my present work, by consultation of the files of the *Reflector*, dating from its commencement, Feb'y 2, 1830. I may here remark, that these are the only complete newspaper files of the Fire Lands press previous to 1843, and hence, they are of great value; and I may add, that the same record has been preserved to this date, covering over 49 years of time.

A CONTRAST.

I have already indicated some of the obstacles with which the pioneer press contended. A few additional facts will give an idea of the change which has taken place in that connection. The death of George IV. of England, occurred June 26th, 1830. The event was first made known to the readers of the *Reflector*, August 14th, 49 days thereafter. The French Revolution of 1830 commenced July 28th, and the exciting news was published in that paper September 21st, after the lapse of 55 days. In the *New York Spectator*, from which it was copied, the news was headed, "Twenty-three Days Later From Europe." At that time, we will remember, communication with the old world was by sail exclusively, and so closely were incoming ships watched, that the leading Atlantic journals kept fast-sailing news-yachts, by means of which they could intercept ships and obtain their intelligence before they could reach the port. This was the advanced step in journalistic enterprise of those days. How wonderful the change! First, came the ocean steamers, giving regular com-

munication and changing the time from 40 days to 10 days. It was a great improvement, to reduce the time by 75 per cent.; but how much greater that, by which the remaining 25 per cent. was obliterated. No other fact in human progress, to me seems so strange, as the Electric Telegraph, by means of which continents and oceans alike have ceased to be impediments to communication. Instead of waiting 50 to 60 days for European news, the people of the Fire Lands now receive it on the very day, and sometimes, (by local time,) earlier than the occurrence of the events stated. In illustration of what the telegraph has accomplished in this connection, I may state, that during the Franco-German war, reports of battles fought in the interior of the continent, were given by the daily press of the United States on the same day or the morning of the next. And, strange as it may seem to some, the journals of our Western States had more complete reports than did those of Paris or London. On several occasions, I made careful comparison in this respect, and found my own paper to contain from two to four times as much of such intelligence, as did any papers of the cities named. This is explained by the fact, that each Paris and London journal, as a rule, had only the news gathered for and by itself; while the press of the United States had not only the most desirable of the reports of all trans-Atlantic journals, but also those of the New York Associated Press, and all special reports for the Eastern press—thus giving to the Western papers the accumulations of the enterprise of their contemporaries on both shores of the Atlantic. If in former years, the public press was a

"map of busy life," what is it now? And in the amount of reading supplied, the change is only less extraordinary. For instance, the average amount of matter given by the largest Eastern journals 45 years ago, was about equal to 40 ordinary book pages; whereas, I have recently purchased for five cents each regular issues of a paper printed 1,000 miles west of New York, whose contents would make a volume of 400 like pages, of which at least 75 were occupied by telegraphic reports. This advance is largely due to the wonderful increase in facilities for the distribution of newspapers. The neighborhoods which in 1834-5 depended upon me for the delivery—once a week—of news 60 days from Europe, now receive the same daily by Railway, and only one day old.

FACILITIES IN TRANSPORTATION.

Turning to the consideration of the material development of this country, attention is called first to the introduction of steam as a power in navigation, whereby the steamboat and the propellor became important agencies in commerce. It is not necessary to my present purpose, to refer to that matter, further than to say, that on the entire chain of Lakes, there was no other section that did as much toward bringing into use this great agency, as did the Fire Lands. Huron and Sandusky, and especially the former, were early prominent as steamboat-building points. Milan had an active hand in the work. For about 25 years the steamer held undisputed sway in the transportation of passengers and lighter goods, and to it is the West largely indebted for the start it got between 1830 and 1855, at which latter date Railway competition

began to make itself felt in a contest which has not yet ended.

THE RAILWAY MOVEMENT.

Railroads were first introduced in England about 1825, but it was several years later before lines of much length were built. The value of this new agency was at once so far appreciated in the United States, as to suggest steps for its introduction here. Many of the earlier projects were crude, and some of them ludicrous, viewed from the stand-point of present development and experience. Thus, in December, 1829, Col. Dewitt Clinton, a Civil Engineer of prominence, wrote a letter setting forth the practicability and advantages of what he named the "Great Western Railroad." It was to start near New York City, ascend the valley of the Tioga River, intersect the head-waters of the Genesee and the Alleghany; communicate with Lake Erie and cross the Cuyahoga, Maumee, Wabash and other streams; and terminate on the east bank of the Mississippi at the mouth of Rock river. The length of the line was placed at 1,050 miles; and the time for construction at 10 years. It was calculated that freight could be transported over the road at \$34.75 per ton, or \$1.73 per 100 lbs; and the time for the passage 9 days. The average rate for freight from St. Louis to New York *via* New Orleans at that time was \$62.50 per ton, and the time about 50 days.

Another and counter project, urged on the ground of its cheapness, was the construction of a Railway over substantially the same route, and to consist of posts set in the earth, 10 feet apart, which were to be surmounted with hard-wood plank, 9x3 inches,

placed edgewise, which were to constitute a track, of which four were to be provided. There was to be no iron in the work, except the bolts and nuts used in fastening the wood rails to the posts. The estimated cost of constructing 1,000 miles of a four track Railway of this description, including right of way, was as follows :

Right of way,.....	\$ 532 800
Lease of mills to saw planks	1 850
Getting out posts,.....	31 400
Bolts and nuts,.....	211 200
Levelling posts and laying rails,.....	62 800
Setting posts,.....	31 400
Sawing,.....	35 500
Total, ...	\$ 906 950

Chimerical as this scheme now appears, it will be borne in mind by many that a few years subsequently, the Ohio Railroad, to extend from the Pennsylvania State line to the Maumee river, was undertaken, the distinctive feature of which was the use of piles driven into the earth by steam power, and on which the track, to consist of wood stringers and flat rails, was to be placed. After the expenditure of \$219,000 of State bonds and the liberal issue of the Company's notes, the project was suspended, without the completion of any portion of the line.

LOCAL RAILWAY SCHEMES.

The first important line of Railway undertaken in this country, was the Baltimore & Ohio, work on which was commenced in 1828, and 40 miles of which was completed in November, 1831, that being at the time the longest line of Railway in the world. The Fire Lands and Northern Ohio were not far behind the foremost in this respect. Among the first Railway charters obtained in the West, was one

for the Milan and Columbus Road, (Feb. 11, 1832,) to extend "from the head of the Milan Canal Basin, through Norwalk, Peru and New Haven to Columbus, with branches thereof to Mansfield, Sunbury and Mt. Vernon." The Road was allowed to have "as many sets of tracks as they should deem necessary." The corporators named in the charter held at least one meeting, but I find no record of another. Of the Railway "might have beens" in this section, this is first in time and importance. Viewed in the light of 47 years' development, how easily (seemingly) might this project have been made successful; but it did not seem so in the cloud of the former period. About the same time, the Mad River & Lake Erie Road was chartered, to extend from Sandusky to Springfield. It was practically the pioneer Road of the Fire Lands and of the State, active operations thereon having been commenced Sept. 12, 1835, and the track completed to Bellevue in 1839. In the meantime, the Erie & Kalamazoo Road had been opened from Toledo to Adrian, Mich. The Monroeville & Sandusky City Railroad Company organized June 1, 1835, with Isaac Mills, President; Edward Baker, Secretary, and Geo. Hollister, Treasurer. The Directors were Isaac Mills, John Fish, Henry Tice, James Hamilton, Jr., Geo. Hollister, Richardson Eaton, William Neill, Thomas Neill, James Hollister and Maj. John G. Camp. This was the second Road opened on the Fire Lands, having been operated for some time with horse-power. In March, 1835, the Norwalk & Huron Railroad was chartered and the Commissioners met at Norwalk June 26th, to-wit: Pickett Latimer, Obadiah Jenney and Moses Kimball,

of Norwalk; Kneeland Townsend, N. M. Standart and Ebenezer Merry, of Milan; and Josiah Tracy, John Fleeharty, H. W. Jenkins and John B. Wilbor, of Huron. In Feb., 1836, this Company advertised for bids for grading and timber, but these never were used. In November, 1835, a meeting of delegates from the several towns interested was held at Norwalk to promote the construction of a Railroad from Akron, *via* Medina, Norwalk and Lower Sandusky (now Fremont,) to Perrysburg; but the project met the fate of many others. At a later date, the Vermillion & Ashland Railroad attracted some attention and led to the expenditure of some money, but no part of the line was completed.

I need not stop here to detail the history of the struggle for supremacy which for 25 years has been, and still is going on, between the sail and the rail. It was and is a contest of absorbing concern to the West, particularly, and whatever its results as to the interests directly involved, its incidental benefits to the country are highly important, as will be seen from the statement of a few facts.

THE FIRST SHIPMENT OF PRODUCE

from the Fire Lands was made about 1825, but there was no regular market here until some years later. I well remember the arrival at the former date or thereabout, of the schooner *Red Jacket*, Capt. Augustus Walker, which visited the different farms up the Huron river to gather such grain as the farmers had to dispose of, when there was not an improved harbor on the Lakes. The opening of the Erie Canal in 1825, furnished for the Lake region its first reliable outlet for farm products. Before that, there were periods

when merchandize could not be had for anything grown by the settlers, who sometimes were compelled to hunt and trap for skins and furs, with which to purchase clothing for their families. With the opening of the Erie Canal, the face of things in this respect was entirely changed at the West. Ohio entered upon her liberal system of Canals; Lake harbors began to be improved; the tide of immigration sat in; vessel building was stimulated and steamboat building soon followed, in both of which the Fire Lands were abreast of the foremost. The first step in that direction, was a meeting held at Milan, in July, 1823, to take measures for the improvement of the harbor at the mouth of Huron river, which resulted in the commencement of the work the next year. Soon thereafter the Government assumed the work, which has since been in its hands. Not satisfied with harbor facilities at Huron, the people of Milan proposed practically to remove that harbor to their own place. To that end, the charter for the Milan Canal Company was obtained in 1829, to construct a Ship-Canal from Milan to Huron. The organization was effected in August, 1831, with Ebenezer Merry, Ebenezer Andrews, Geo. Lockwood, Daniel Hamilton and F. W. Fowler, as Directors. Operations were commenced the next year, but the Canal was not opened until July, 1839. This was a heavy undertaking for 300 or 400 people, with very little of capital. The effect of it was to impart much confidence to Milan and vicinity, and Canal construction was looked upon as a very desirable matter with ambitious villagers. Not to be outdone by Milan, the people of Norwalk projected, but did not under-

take, a second transfer of the Huron harbor, by slack-water improvement of Huron river from Milan to Underhill's Mills, two miles west of the Court House. In the *Reflector* of April 27, 1830, is found the advertisement of a mill-site at Enterprise, by Ephraim Munger, one of the noted of the pioneers, whose persistent pursuit of perpetual motion came to be his chief distinction. Mr. Munger said of his property: "With a little expense, it will have the advantage of boat navigation down the river to E. Merry's mill-pond, in Milan, the place intended to be the harbor of the Milan Canal; so that flour and other produce may be taken in tow-boats a distance of two miles, where it may be shipped for Lake navigation."

Three nearly coincident improvements contributed to the rapid development of this section of country, to-wit: The Milan Canal, and the Mad River and the Monroeville and Sandusky Railroads. The first of these, for some years attracted the greatest amount of interior trade, some idea of which may be formed when it is stated that from 1842 to 1850, Milan was the chief market for 10 or 12 Counties, while it drew grain from south of Columbus. At one time, it was

THE SECOND PRIMARY GRAIN MARKET in the world—Massillon, Ohio, being the first, and Odessa, on the Black Sea, the third. In one week, 98,000 bushels of wheat was received there from teams. The Monroeville & Sandusky Railroad, when extended south to Mansfield and Mt. Vernon, became a strong competitor with the Canal. In 1850 the Cleveland & Columbus Road cut into Milan's trade on the south-east; and in 1853 the Cleveland & To-

ledo Road contributed to the final destruction of the traffic on which Milan had so long confidently trusted for permanent growth and prosperity. In due time the Canal was abandoned, and its tow-path is now the bed of a Railway track. Sandusky, by virtue of being a terminus for two Railroads, has been able largely to maintain its importance as a shipping point; but aside from that one, the harbors of the Fire Lands, as the result of Railway competition, have substantially lost their commercial importance. In itself considered, this is to be regretted; but when viewed in connection with the cause of such deterioration, the case appears differently.

SUGGESTIVE CONTRASTS.

I have no means of stating the rates of transportation between this section and the sea-board earlier than 1840. The average market prices for produce at Milan from that date to 1846, inclusive, were—wheat, 70c; corn, 32c; flour, \$3.50. The rates at New York, for the same period, were, wheat \$1.10; corn 70c; flour \$5.50. The difference between the two points, shows the cost of getting the property from the one to the other. This cost will be more readily seen from the following table which also shows the present cost of transportation for the same articles, to-wit:

COST OF TRANSPORTATION TO NEW YORK.

	1843-47	1879.	Decrease.
Wheat per bu.	\$0.45.	\$0.06 $\frac{1}{4}$	\$0.38 $\frac{3}{4}$ -86 per ct.
Corn " "	.40.	.06	.34 -85 " "
Flour per bbl.	2.00.	.24	1.76 -88 " "

A statement showing the average market prices of wheat and corn in New York and Ohio, in 1840-46, as compared with the same in 1879, will

still more clearly explain the matter, as follows :

1840-46			
Ohio.		New York	Difference.
Wheat,	\$0.60	\$1.10	\$0.50
Corn,	.20	.62½	.42½
1879.			
Ohio.		New York	Difference.
Wheat,	\$1.18½	\$1.20	\$0.06½
Corn,	.38	.43	.05

It is thus seen, that with an advantage of 10 cents in New York on wheat, it is now worth 53½ cents more in Ohio than at the former period; while in the face of a decline of 19½ cents on corn in New York, there is in Ohio an actual advance of 18 cents, showing a comparative gain to the producer, as the result of cheaper transportation, of 37½ cents, or nearly twice the price in Ohio in 1840-46. The practical effect of this changed condition, is seen in the fact, that while formerly it took 2½ bushels of Ohio corn to get one bushel to market, now one bushel will market 7½ bushels, making a difference of 16 to 1 in favor of the Ohio farmer. In 1846, Illinois corn was used for fuel, for the reason that it would not pay freight and charges to market; whereas, now the difference between the value of corn in central Illinois and New York, is not over 9 cents, it being worth in the former section 34 cents, against 43 cents at the seaboard. As so many of you will remember, the one great drawback in the past to coming West and taking cheap farm lands, was the fact, that as the lands became cheap the cost of transportation increased, and the market value of produce decreased accordingly. Thus, in 1840-46 the Connecticut farmer received 50 cts. more for his corn, than did the Ohio producer. But matters are now changed, and the difference is but 4 cents, being a comparative gain to the Ohio

grower of 46 cents per bushel; while the like gain to the Illinois farmer has been 40 cents.

Again, the average cost for transporting a bushel of wheat from Ohio to Liverpool in 1840-46, was 75 cents. Now it is only 15 cents, or one-fifth the former ratio. To illustrate the financial effect of this change, it may be stated, that the additional value thereby given to a single bushel of this grain in the hands of the producer, would now purchase 8 yards of good prints, 20 pounds of nails, 4 gallons of coal oil, 5 pounds of granulated sugar, or 2½ pounds of Rio coffee; while the gain on 5 bushels would pay for all these. By figuring on his crop, the farmer will get some idea of what improvements in the means of transportation have done for him. Thus, his gain on each acre of 60 bushels of corn, is \$30, or \$21 more than the former entire value of the crop. There was received at Milan in one day in 1847, 18,500 bushels of wheat, all from teams, on which the cost for transportation to New York was \$7,400; and to Liverpool \$13,875. The present cost of marketing that day's receipts, would be \$925 to New York, and \$2,375 to Liverpool—making a difference, with the producers, of \$6,475 in the former, and \$11,500 in the latter case. It is within the recollection of some of my hearers, that a portion of the wheat sold at Milan at 60 cents per bushel, was hauled by the producers from Franklin County—a distance of 100 miles—paying \$24 per load of 40 bushels for raising the grain and a week's time in getting it to market. The estimated cost of moving freight by teams on common roads, is 15 cents per ton per mile. This would make the price for transporting the Frank-

lin County wheat ($1\frac{1}{2}$ tons to the load) \$18.00, leaving the farmer \$6.00 for his homeward trip, but nothing for raising the grain. As a result of reduced cost of transportation to the seaboard, his load could now be marketed, at home, at \$44.00, nearly all of which would go to his farm account, instead of nothing, as in the former case; and the difference in his favor on each acre of 25 bushels, would be \$27.50, of which sum \$24.75 would be due to cheaper transportation. Our export of wheat, corn and flour, (reducing flour to bushels) for the past year, is placed at 300,000,000 bushels. The ocean freight on this was about 10 cents per bushel, or \$30,000,000, against \$182,000,000, the cost at rates of 35 years ago—making a gain to the producers of the snug sum of \$152,000,000. But for the extraordinary reduction in internal and ocean rates of transportation, however, there could have been no such supply of grain; nor could it have been marketed, had it been produced. In such case, except with unusual scarcity in competing countries, the European markets would have continued to be virtually closed to our producers. And yet, we now virtually command that trade, at rates which give to the Ohio farmer within 15 cents of the European market prices. Thus it is, chiefly, that we have been enabled to create and maintain a balance of trade in our favor beyond anything known to other Nations, England, in some instances, only excepted. The amount of this favorable balance is about that of our grain export.

Intimately connected with this matter, is another which should not be over looked. I refer to the recent extraordinary improvements in agricultural machinery and appliances, with-

out which the present production would be impossible. In no other branch of industry, has there been greater change. Many of my hearers, better than I, appreciate this fact. They will recall the time when the plough, the drag, the scythe, the cradle, the hand-rake and the hoe constituted the farmer's stock of implements; while some remember the day when the hand-sickle was used in cutting grain. How great the change, wrought by the drill, the planter, the cultivator, the mower, the horse-rake, the reaper and binder, and other labor-saving and crop-saving inventions of the present time. But for some of these, the present crops, though grown, could not be harvested. And for these, almost wholly, we are indebted to American genius, skill and enterprise, since foreign nations depend no more upon us for their breadstuffs, than for their agricultural appliances.

It cannot be denied, that the present low rates for transportation are largely due to a degree of competition between Railways and the water routes and between the Railways themselves, which may not hereafter be fully maintained. But it is also true, that as a result of such competition, the actual cost of transportation is constantly being reduced, which in a great measure makes up to capital profits which otherwise would not be possible. This view is justified by facts known to all. In 1840, Mr. Charles Ellet, Jr., Chief Engineer of the James River & Kanawha Canal and Railroad, stated the reasonable charge for rail transportation at $2\frac{1}{2}$ cents per ton per mile; whereas, grain is now being taken from the West to the seaboard at $\frac{1}{4}$ of one cent per ton per mile—being 1-10 of the price named

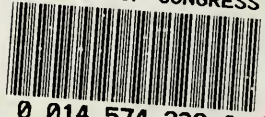
by Mr. Ellet. This low rate is the result, in a measure, of undue Railway construction and consequent excessive competition; but chiefly to economical operation of Railways, not dreamed of by Mr. Ellet, which influence must continue to be felt in favor of reduced rates.

My fellow-citizens, it has appeared to me as quite proper, and I trust profitable, in this recurrence of our Nation's birth-day, thus briefly to take note of the material progress made by us as a people. This seems to be specially true, in meeting, as many of you now do, to commemorate the enterprise, labors, trials and successes of the pioneers of this section. From such comparisons of the present with the past, we all may draw lessons of contentment and of gratitude to the gracious Providence by which the

fathers and mothers were permitted to provide, and their sons and daughters to enjoy, such munificent blessings. What a rebuke should be the contemplation of this grateful topic, to the spirit of discontent and unrest so frequently manifested of late! If a people in the enjoyment of all these manifold and increasing mercies, cannot be content to accept them in the exercise of reason and thankfulness, what but the just reward of the prodigal and the ingrate, can be expected for them? I am sure, that you need no appeal or admonition from me. But I would suggest that all of us, in our respective places, may seek to do something toward a more just appreciation of the distinguished mercies which God has vouchsafed to our country, and the repression of the tendency to untimely agitation and disaffection shown in some quarters.



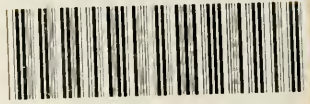
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